



Transport Dynamics

**PROPOSED RESIDENTIAL
DEVELOPMENT ACCESS, ASHWELL**

**STAGE 1 - ROAD SAFETY AUDIT/ASSESSMENT
AUGUST 2017**

Transport Planning /Traffic Surveys/ Road Safety Audits

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Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.



1 INTRODUCTION

- 1.1 This report presents the findings from a Stage 1 Road Safety Audit/Assessment undertaken on the proposed access arrangements associated with a proposed residential development of 33 dwellings located on land to the land to the rear of 4-14 Claybush Road, Ashwell, Hertfordshire.
- 1.2 The audit was carried out by the following:
- | | |
|--|---------------------------------|
| Tristan Brooks
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA | - Road Safety Audit Team Leader |
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MSoRSA | - Road Safety Audit Team Member |
- 1.3 The RSA was commissioned by Transport Dynamics on behalf of a number of local residents who it is understood are objecting to the proposed development. The access arrangements to the site have been designed by WSP/Parsons Brinkerhoff on behalf of Croudace Homes (the developer of the scheme). Although no formal Audit Brief has been issued to the Audit Team, the Audit Team are satisfied that sufficient information has been provided to enable the RSA to be undertaken.
- 1.4 The site visit was undertaken on Friday 7th July 2017 between 13:30-14:30 and comprised a walk and drive through of the area covered by the scheme. During the site visit both the weather and road surface were dry. Traffic in the vicinity of the scheme was relatively light.
- 1.5 The proposed development site is currently agricultural land comprising an area of approximately 1.5 hectares. There are currently two points of vehicular access to the site; one from Claybush Road; and one from Ashwell Street which also serves as a Public Right of Way (PRoW). It is noted that both access points are currently only likely to be used by vehicles predominantly associated with the agricultural use of the site.
- 1.6 Access to the site from both Claybush Road and Ashwell Street are via predominantly unpaved 'access tracks' that also serve access to adjoining residential dwellings.
- 1.7 Claybush Road in the vicinity of the site is approximately 5 metres wide and is subject to a 30 mph speed limit although this transitions to the national speed limit for a single carriageway i.e. 60 mph immediately to the south of the proposed site access. There are no

formal footways within the vicinity of the proposed site access, although it is noted there are a number of grass verges fronting the residential properties to the west of Claybush Road although the ownership of the verges are unknown. Street lighting is present on Claybush Road with the nearest lighting column being located within the verge approximately 60 metres to the north of the existing/proposed site access.

- 1.8 Ashwell Street is an un-adopted private carriageway and is approximately 2.5-3 metres wide and is partially paved, (although in a relatively poor condition) and that serves 6 residential dwellings. There are no formal footways or street lighting along its length.
- 1.9 Information received as part of the audit brief has identified that due to the lack of adequate turning head facilities on the access road to 45-57 Ashwell Street, larger vehicles such as refuse trucks are required to reverse along its length to gain access (**Ref: Photograph 1**).

Photograph 1: Example of refuse vehicle reversing along Ashwell Street.



- 1.10 Although no detailed information has been provided within the Audit brief with regard to the proposed change in pedestrian movements resulting from the proposed development. On the basis that the development would incorporate 33 residential units, there could potentially



be a 550 percent increase in pedestrian movements associated with the development on the section of Ashwell Street that serves 6 residential dwellings.

- 1.11 Observed vehicle speeds on Claybush Road, in the vicinity of the proposed vehicular site access (provided as part of the Audit Brief) indicate 85th percentile vehicle speeds of 43mph for vehicles travelling northbound and 37mph for vehicles travelling southbound.
- 1.12 The drawings and documents supplied for audit are listed in **Appendix A**. An annotated drawing showing the locations of the problems identified is provided in **Appendix B**.
- 1.13 The terms of reference of the audit are as that generally described in DMRB HD19/15 Guidelines on Road Safety Audits and the Institution of Highways and Transportation (IHT) Guidelines on Road Safety Audits. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.14 The scope of this RSA (as set by the client Transport Dynamics) includes:
- The proposed access arrangements to the site via Claybush Road and Ashwell Street as proposed by the designers of the scheme i.e.WSP/Parsons Brinkerhoff; and
 - The potential highway safety implications of the anticipated increase in pedestrian/cycle movements associated with the proposed development on the local pedestrian/cycle network within the vicinity of the site access arrangements.
- 1.15 From the plans provided for audit it is proposed that:
- Vehicular access to the site is provided via a priority controlled 'T' junction form Claybush Road;
 - Visibility splays at the site access will be in excess of 70 metres both to the north and south of the proposed site access;
 - The site access road will be 5.5m in width; and
 - Pedestrian access to the site will be provided via the PRoW to the north of the site along Ashwell Street.



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- 1.16 A review of the Personal Injury Collision (PIC) data between 1st January 2012 and 31st December 2016 indicates that during this period there have been no PICs in the vicinity of the proposed access arrangements to the site.
- 1.17 The Audit team have not been made aware of any previous RSAs undertaken on the scheme.
- 1.18 No departures or relaxations from standards have been provided for review as part of this RSA.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

PROBLEM 1

LOCATION: Vehicular access – Claybush Road.

SUMMARY: Restricted visibility at the proposed site access could potentially result in injudicious turning manoeuvres from the site access which may result in shunt-type collisions.

- 2.1 Although the plans provided for review as part of the audit brief indicate that visibility splays in excess of 70 metres will be provided at the proposed site access on Claybush Road, it is unclear from the information provided for review, if the visibility splays can be delivered due to their potential encroachment into third party land. Restricted visibility at the site access could result in injudicious turning manoeuvres from the site access which could potentially result in shunt-type collisions.

RECOMMENDATION

- 2.2 It is recommended that land ownership details be provided for review at the Stage 2 RSA to ensure that the proposed visibility splays can be achieved.

PROBLEM 2

LOCATION: Claybush Road/ Ashwell Street/ Bear Lane.

SUMMARY: Lack of continuity for pedestrians may result in an increased risk of slip/trip hazards for pedestrians or vehicle/pedestrian collisions.

- 2.3 It is not proposed to provide any improvements to the existing off-site pedestrian provision in the vicinity of the proposals i.e. Claybush Road, Ashwell Street, Bear Lane. It is considered that a lack of suitable pedestrian facilities/provision between the proposed development site and local trip attractors including school, bus stops, shops, pub etc. could result in a number of highway safety problems including:

- Slip/trip hazards where;

- the width of the footways are limited, potentially resulting in pedestrians having to use the verge or alternative unsuitable routes;
 - the proposed footways will not be paved such as between the site boundary and Ashwell Street, where it is unclear of sections of the route will be paved or remain as a grass path;
 - where there are relatively steep gradients or changes in levels e.g. where there are steps along pedestrian routes or a lack of dropped kerbs at potential uncontrolled crossing points along potential pedestrian desire lines.
- Vehicle/pedestrian collisions where:
 - There is an omission of suitable footway provision/connectivity that could potentially result in pedestrians having to use the carriageway and would be exacerbated for those with mobility impairments or users with pushchairs etc who would have no alternative other than to use the carriageway to access local trip attractors from the proposed site.

2.4 It is also considered that the risks associated with pedestrian potentially using the carriageway would also be exacerbated in areas where there is no street lighting.

RECOMMENDATION

2.5 It is recommended that an assessment of the pedestrian connectivity to the site and local trip attractors is undertaken e.g. through a formal Non Motorised User (NMU) audit and that sufficient off-site pedestrian provision is provided for pedestrians to undertake their journey e.g. to the local school without the potential requirement to do so within the carriageway.

PROBLEM 3

LOCATION: Access road to 45-57 Ashwell Street.

SUMMARY: Increase in pedestrian movements along the section of Ashwell Street between the proposed site access for pedestrians and Ashwell Street 'junction' may result in an increase risk of pedestrian/vehicular collisions.



- 2.6 It is proposed that the main point of pedestrian access to the site will be provided to the north of the proposed development site via the PRow and eastern extent of Ashwell Street that currently provides access to 6 residential properties. Although no details have been provided as part of the audit brief, with regard to the anticipated increase in pedestrian/cycle movements that would be associated with the proposed development that would use this pedestrian route, it is considered that an increase in pedestrian movements could potentially result in an increased risk of pedestrian/vehicular collisions on Ashwell Street. This issue would be exacerbated at such times when large vehicles are required to reverse along Ashwell Street, and during the hours of darkness, although, it is also noted that reversing vehicles would have limited if no visibility to the rear of their vehicle during the hours of daylight, due to the width of the carriageway and presence of overhanging vegetation within the verge.
- 2.7 It is also noted that inter-visibility between pedestrians leaving the proposed site and entering Ashwell Street and vehicles traveling along Ashwell Street may be limited by the 90 degree deviation in carriageway alignment and vegetation within the verge.
- 2.8 The audit team would note however, that these are existing 'problems' that have not resulted in any PIC's and that the occurrence of large vehicles reversing along the access road are likely to be relatively infrequent, the potential conflict area relatively short (due to the location of the proposed pedestrian access at the eastern extent of Ashwell Street) and vehicle speeds low. On this basis, although the risk of a pedestrian/vehicle collision occurring are considered to be low, the likely increase in forecast pedestrian movements at the location resulting from the proposed development could increase the potential risks associated with these problems due to the carriageway alignment (i.e. 90 degree angle) and limitations this places on the inter-visibility splays between pedestrians entering Ashwell Street from the PRow.

RECOMMENDATION

- 2.9 It is recommended that a formal NMU audit is undertaken for the proposed development and that the findings of the NMU audit be incorporated into the offsite highways improvements and provided for review by the Road Safety Audit Team at the Stage 2 RSA.
- 2.10 It is also recommended that 'pedestrians in carriageway' warning signs are provided at the Ashwell Street junction.



3 OBSERVATIONS/NOTES

- 3.1 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.



4 AUDIT STATEMENT

4.1 We certify that this audit has been carried out broadly in accordance with HD 19/15 and the Institution of Highways and Transportation (IHT) Guidelines on Road Safety Audits.

Signed:

Date: 04 August 2017

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Signed:

Date: 04 August 2017

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APPENDIX A

List of Drawings and Documents Provided for Audit

Proposed Residential Development, Claybush Road, Ashwell, Hertfordshire

Transport Statement – May 2016 (WSP/PB)

Photographs of servicing/refuse vehicles using Ashwell Street

July 2017

PIC Data

(Jan 2012- Dec 2016)



APPENDIX B

Location of Identified Problems



2/3 - Various locations between the site and existing highway network.

-  EXISTING TREES / PLANTS TO BE RETAINED
-  PROPOSED NEW TREES / PLANTS
-  EXISTING TREES / PLANTS TO BE REMOVED

Rev	Date	Amendment	Initials
J	03-03-2017	Plots 2-8 building position adjusted to increase the rear garden. Plot 24 car park position amended to give a close access to the front door. Drawing legend added showing the status of trees and plants.	YC
H	24-01-2017	Plots 27, house type B635 entrance porch amended	YC
G	11-01-2017	Plots 11-27 house type rearranged.	YC
F	14-07-2016	Plots 30-31 changed to P166's.	SF
E	12-07-2016	Garages for plots 28&29 changed	SF
D	20-06-2016	Site roads changed to 'shared surface' type. Footpaths removed.	SF
C	13-06-2016	Layout updated following pre-app comments received.	SF
B	18-02-2016	Plots moved to accommodate pedestrian footpath link.	SF
A	05-02-2016	Minor layout amendments to accord with client comments received 5-2-2016	SF

Project:
CLAYBUSH RD
ASHWELL
Client:
CROUDACE HOMES
Drawing:
PROPOSED SITE LAYOUT

Drawing no: 1130.P1.400 Rev: J
Scale@A1: 1/500 Date: JAN 2016 Drawn: SGF Checked: SGF

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PLANNING